

Composite Floor For Utility Vehicle

Technical Field of the Invention

The invention relates to structures for utility vehicles, particularly to
5 floor and fender parts for utility vehicles.

Background Of The Invention

Utility vehicles such as compact tractors include a frame or chassis
supported on wheels, the chassis supporting an operator area or cab. The
10 operator area includes a floor panel and fender panels, typically made from
stamped steel sheets and welded together. The floor panels support a seat.
The fender panels partially surround or enclose the large rear wheels of the
tractor, protecting the operator from debris flung from the rotating wheels.

Such floor and fender structures are disclosed, for example, in U.S.
15 Patent 4,600,236.

The present inventors have recognized the desirability of decreasing
the cost of manufacturing utility vehicles. Particularly, the present inventors
have recognized the advantage of reducing the manufacturing steps and time
required to form a floor and fender structure of separate pieces.

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Summary Of The Invention

The present invention provides an integral floor and fender structure
for a utility vehicle composed of a composite plastic material. The invention

provides a floor and fender structure that also integrates frame mounting means, control wiring and cabling chases, battery, controls, and seat mounting surfaces or brackets, and door and window sealing surfaces.

The invention provides a composite integral floor and fender structure that includes a seat supporting surface, control mounting surfaces, a foot supporting surface, spaced apart fender covering surfaces, side rails for door/window sealing and a frame mounting means. The side rails are located adjacent to the door opening to increase the strength of the floor structure at the doorways for stepping on and stepping off the vehicle. The side rails also increase the overall rigidity of the floor and fender structure as well as provide a sealing surface for the doors.

Numerous other advantages and features of the present invention will become readily apparent from the following detailed description of the invention and the embodiments thereof, from the claims and from the accompanying drawings.

Brief Description Of The Drawings

Figure 1 is an elevational view of a compact tractor incorporating a floor and fender structure of the present invention;

Figure 2 is a perspective view of the floor and fender structure utilized in the utility vehicle of Figure 1;

Figure 3 is a perspective bottom view of the floor and fender structure shown in Figure 2;

Figure 4 is a sectional view of one laminate arrangement of the floor and fender structure of the invention;

Figure 5 is a perspective view of the floor and fender structure and a steel frame applied onto the floor and fender structure;

5 Figure 6 is a front view of the floor and fender structure and frame of Figure 5 showing a rear section; and

Figure 7 is a front view of the floor and fender structure and frame of Figure 5 showing a front section.

10 **Detailed Description Of The Preferred Embodiments**

While this invention is susceptible of embodiment in many different forms, there are shown in the drawings, and will be described herein in detail, specific embodiments thereof with the understanding that the present disclosure is to be considered as an exemplification of the principles of the
15 invention and is not intended to limit the invention to the specific embodiments illustrated.

Figure 1 illustrates a utility vehicle 10, such as a compact tractor, incorporating the present invention. The utility vehicle 10 includes an operator area or cab 14 supported on a chassis 16 which is supported on
20 front wheels 18 and larger rear wheels 20. A floor and fender structure 30 is supported on the chassis 16. The floor and fender structure 30 supports an operator's seat 34 including a seat portion 36 and a back portion 38.

Figures 2-3 illustrate the floor and fender structure 30. The floor and fender structure 30 includes a foot supporting area 42, a seat supporting region 44, including a seat support 46 and rear wall 48. The structure 30 further includes a first fender 54 and a second fender 56. The first fender 54 includes a raised rail 54a and a recessed rail 54b, substantially in line, to accommodate a steel frame 12. The recessed rail 54b extends across the foot supporting area 42. The first fender 54 further includes an oblique recessed rail 54c which extends from the fender down into the foot supporting area 42. The recessed rail 54c provides a chase for electrical wires and mechanical cables for controls.

The second fender 56 includes a recessed rail 56a which extends down the fender and across the foot supporting area 42 to accommodate a steel frame 12. At a front of the foot supporting area 42 is a humped area or "tunnel" 45 for providing clearance for the drive train beneath the floor and fender structure 30.

The structure 30 includes mounting points 62, 64 to mount a top portion of the structure 30 to the chassis, and lower mounting points 66, 68 for attaching the structure 30 to the chassis. Mounting points can interface with isolation mounts.

The structure 30 includes mounting surfaces and features 100-113 to allow mounting of controls, a battery, a fuel tank, a step and a steering column. Mounts 100-103 are for the controls, mount 104 is for the battery, mounts 106-113 are for the fuel tank, and mount 105 is for the steering

column. Hole 200 allows the fuel tank filler neck to penetrate the structure 30. Feature 49 is for operator's manual and tool storage.

Figure 4 illustrates a cross-section of a composite used for the structure 30. A layer of fiberglass 102 is sandwiched by a top first layer of RIM material 104 and a bottom second layer of RIM material 106. The composite gives the structure 30 exemplary rigidity and strength while retaining a lightweight character.

Alternatively, the structure 30 can be composed of a generally homogeneous thickness of fiberglass reinforced RIM plastic.

The plastic materials of either structure can be reinforced with fiberglass and/or structural foam to add rigidity.

Figures 5 through 7 illustrate the frame 12 mounted on the floor and fender structure 30. Side members 12a and 12b fit within the side recessed rails 54b, 54a. The frame 12 can be attached to the structure 30 by fasteners or other means. The side members 12a, 12b can also be adhesively secured into the recessed rails.

From the foregoing, it will be observed that numerous variations and modifications may be effected without departing from the spirit and scope of the invention. It is to be understood that no limitation with respect to the specific apparatus illustrated herein is intended or should be inferred. It is, of course, intended to cover by the appended claims all such modifications as fall within the scope of the claims.